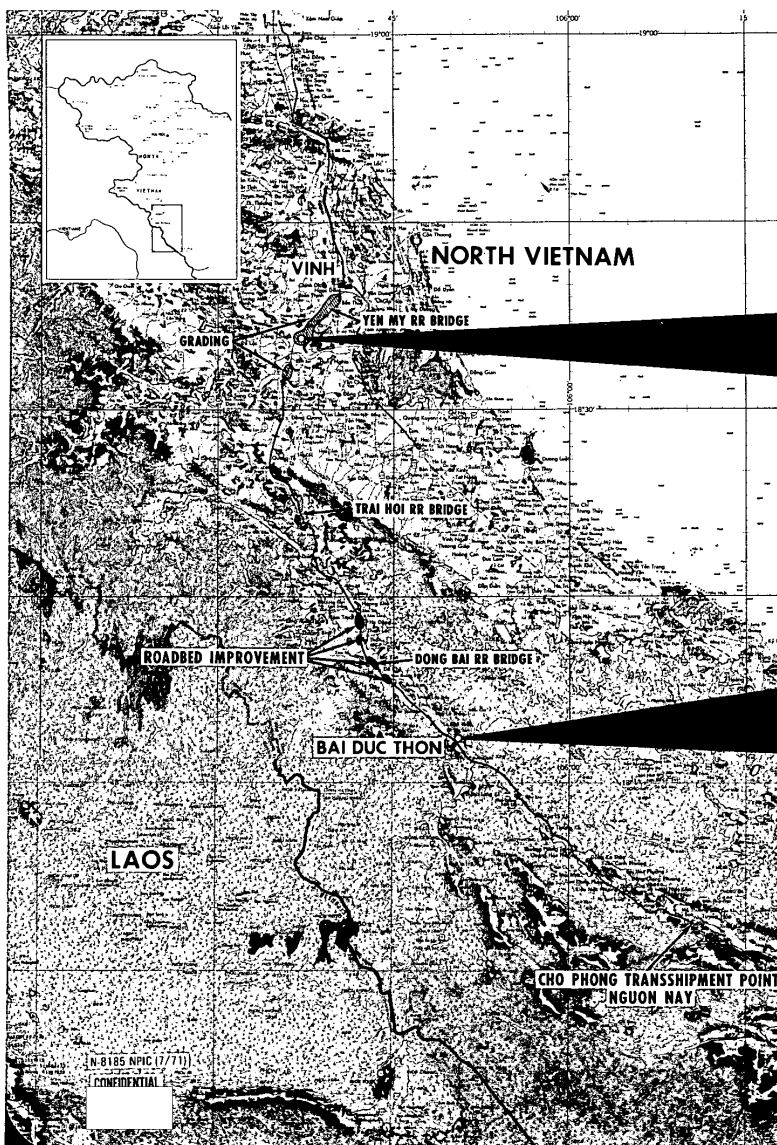


RECONSTRUCTION ALONG RAIL LINE 7 NORTH VIETNAM



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REFERENCE TO MISSION

RECONSTRUCTION ALONG RAIL LINE 7
NORTH VIETNAM

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1. SIGNIFICANCE:

RAIL IMPROVEMENT AND RECONSTRUCTION ON
RAIL LINE 7 BETWEEN VINH AND THE CHO
PHONG TRANSSHIPMENT POINT NGUON NAY
[REDACTED] NORTH VIETNAM.

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2. LOCATION:

THE RAIL LINE EXTENDS SOUTH FROM VINH
(18-39-58N 105-40-12E) FOR A DISTANCE OF
60.7 NAUTICAL MILES (NM) TO THE TRANS-
SHIPMENT POINT AT CHO PHONG (17-48-50N
106-11-05E).

3. BACKGROUND:

A 47-NM ISOLATED PORTION OF RAIL LINE 7
SOUTH OF VINH HAS BEEN USED AS AN INTER-
MEDIATE LINK IN A WATER-TO-RAIL-TO-ROAD
LOGISTICS NET BETWEEN VINH AND THE BAI
DUC THON STAGING AREA AND IN A WATER-TO-
RAIL-TO-WATER LOGISTICS NET BETWEEN VINH
AND THE CHO PHONG TRANSSHIPMENT POINT

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GROUP 1: EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

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NGUON NAY. THIS PORTION HAS BEEN A LOW-CAPACITY LINE USED BY SMALL RAIL CARS PULLED BY RAIL-MOUNTED CARGO TRUCKS. WITH THE EXCEPTION OF THE LIMITED USE OF THIS SEGMENT, THE RAIL LINE HAS NOT BEEN SERVICEABLE TO RAIL TRAFFIC SINCE THE DESTRUCTION PRIOR TO 1960 OF PORTIONS OF THE RAIL LINE AND TWO MAJOR BRIDGES SOUTH OF VINH. THEREFORE, NO DIRECT LOGISTICS RAIL SERVICE HAS BEEN POSSIBLE BETWEEN THE HANOI AREA AND THE STAGING AND RESUPPLY AREAS IN THE SOUTHERN PANHANDLE. THIS SEGMENT REMAINED SERVICEABLE AT INTERMITTENT TIMES DURING US STRIKES THROUGH THE USE OF TEMPORARY BRIDGES AND CONTINUOUS REPAIR. SINCE THE CESSATION OF US BOMBING, THIS PORTION HAS REMAINED OPERATIONAL FOR LIMITED SERVICE.

MORE RECENTLY, RECONSTRUCTION WAS OBSERVED ON TRAI HOI RAILROAD AND HIGHWAY

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BRIDGE OVER NGAN SAU [] AT

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18-21-37N 105-36-58E, ON DONG BAI RAILROAD

BRIDGE [] AT 18-09-40N

25X1

105-43-10E, AND ON PORTIONS OF THE ROADBED.

4. REMARKS:

CONTINUED REPAIR AND UPGRADING OF THIS
RAIL LINE COULD PROVIDE DIRECT RAIL SERVICE
BETWEEN CENTRAL NORTH VIETNAM AND THE
STAGING AND RESUPPLY AREAS IN THE SOUTHERN
PANHANDLE.

5. FIRST IDENTIFICATION:

THIS MISSION

6. MISSION READOUT:

ON PHOTOGRAPHY OF [] A RAILROAD

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FERRY CROSSING WAS OBSERVED UNDER CONSTRUCTION ON THE SONG CA (RIVER) 5
NM SOUTHWEST OF VINH AT YEN THAI. THE FERRY WILL CONSIST OF A LOW-WATER
AND A HIGH-WATER CROSSING SITE. ON THE WEST BANK, THE ROADBEDS AT THESE
CROSSINGS WERE IN A LATE STAGE OF CONSTRUCTION. PILINGS WERE BEING
EMPLACED BETWEEN THE RIVERBANK AND THE PRESENT TERMINUS OF THE ROADBED
OF THE LOW-WATER CROSSING. A TEMPORARY RAIL LINE HAD BEEN CONSTRUCTED
ALONG THE BASE OF THE ROADBED OF THE LOW-WATER CROSSING. CONSTRUCTION
MATERIALS WERE STACKED IN THE IMMEDIATE VICINITY OF BOTH CROSSING SITES.

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THE ROADBEDS ON THE EAST BANK WERE IN AN EARLY STAGE OF CONSTRUCTION. A PILE DRIVER WAS AT THE TERMINUS OF THE LOW-WATER CROSSING SITE. TWO BULLDOZERS WERE WORKING ON THE ROADBEDS AND A RAIL FERRY WAS ANCHORED ON THE EAST BANK.

OTHER RAIL LINE RECONSTRUCTION OBSERVED ON PHOTOGRAPHY OF [] 25X1
[] INCLUDES GRADING AND TRACK EMPLACEMENT ON PORTIONS OF THE ROADBED 25X1
FROM VINH TO THE SONG CA FERRY CROSSING SITE, THE GRADING OF A SMALL
SEGMENT ACROSS THE RIVER FROM DUC THO, AND EARLY-STAGE RECONSTRUCTION
OF THE YEN MY RAILROAD AND HIGHWAY BRIDGE ([] AT 18-38-20N 25X1
105-39-15E.

ON [] EARLY-STAGE RECONSTRUCTION WAS OBSERVED ON THE 25X1
BAI DUC THON RAILROAD AND HIGHWAY BRIDGE OVER KHE BA GIANG [] 25X1
[] THE APPROACHES TO THE BRIDGE AND THE ROADBED HAVE BEEN 25X1
IMPROVED. ON THE SOUTH BANK, A CONCRETE ABUTMENT HAD BEEN COMPLETED,
AND A PIER WAS UNDER CONSTRUCTION. AN EXCAVATION HAD BEEN COMPLETED
FOR CONSTRUCTION OF AN ABUTMENT ON THE NORTH BANK. CONSTRUCTION
MATERIALS AND A PARTIALLY ASSEMBLED BRIDGE SUPERSTRUCTURE WERE LOCATED
ON THE SOUTH APPROACH.

MISSION REFERENCE:

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MAP REFERENCE: AMS. SERIES 1501 (AIR), SHEETS NE 48-7, 48-11, SCALE 1:250,000

ENLARGEMENTS: 2 PHOTOS, 12X

IEG/EGD/SEAB

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